City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

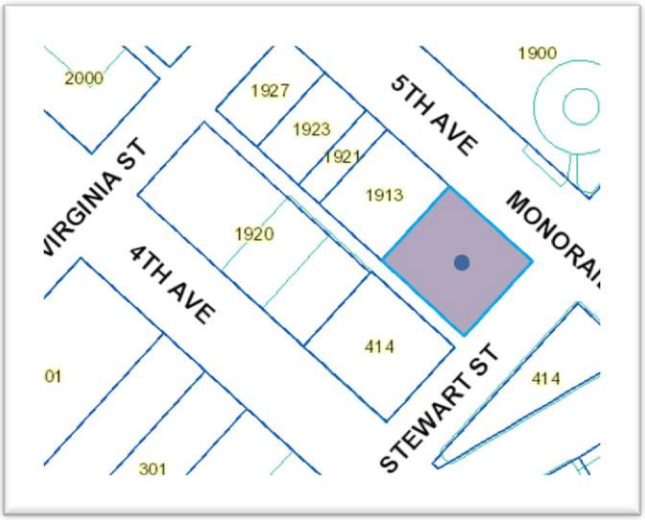
DESIGN REVIEW

EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3018037
Address:	1903 5th Avenue
Applicant:	Ted Caloger, MulvannyG2 Architects, for Seattle Downtown Hotel and Residences LLC
Date of Meeting:	Tuesday, December 16, 2014
Board Members Present:	Murphy McCullough (Chair) Mathew Albores Gundula Proksch Anjali Grant Alan McWain
DPD Staff Present:	Michael Dorcy

SITE & VICINITY

Site Zone:	DOC2 500/300-500
Nearby Zones:	(North) DOC2 500/300-500 (South) DOC2 500/300-500 (East) DOC2 500/300-500 (West) DOC2 500/300-500
Lot Area:	approx.. 12,960 SF



Current Development:

The site is currently developed as a commercial ground level parking lot accommodating 56 vehicles. The lot slopes upwards from the southeast corner to northwest corner, 11 feet.

Surrounding Development and Neighborhood Character:

The site is located at the southeast extremity of the Belltown downtown neighborhood, lying between 5th Avenue and the intervening alley running west of 5th Avenue between Stewart and Virginia Streets. It occupies the corner formed by the intersection of 5th Avenue and Stewart Street. The project site lies across from the twin 400-foot towers of the Westin Hotel which is located on the east side of 5th Avenue. It lies north/northwest of the five-story Times Square Building, a Registered Historic Landmark dating from 1916, and directly across the alley from the three-story Centennial Building (1925). The nearly square lot constitutes the southern terminus of a series of two and three story commercial buildings aligned along the 5th Avenue block face that front upon the Seattle Monorail.

The site lies directly diagonally across 5th Avenue from McGraw Square, a Seattle Landmark, and diagonally across the alley from the Escala condominiums, which saw construction completed within the last five years. Westlake Center Tower, Westlake Center Park, and the combined light rail station and underground bus tunnel lie approximately a block south of the park, as does the Mayflower Hotel, one of Seattle's oldest.

Access:

Current access to the parking lot is from the alley and Fifth Avenue.

PROJECT DESCRIPTION

The applicants are proposing a 50-story mixed-use building with hotel and residential lobbies as well as retail space on the ground floor, four levels of parking both below grade and above the ground floor, fifteen floors of hotel above the podium parking, with residential apartments and condominium units stacked above the hotel space.

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The packet includes materials presented at the meeting, and is available online by entering the project number (3018037) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The design team presented three options for the mixed-use structure proposed for the site. The first was described as being fully compliant with the Land Use Code, showed no defined podium and offered minimal façade modulation. The second scheme likewise showed no defined podium, but displayed a penthouse roof that gave shape to the top of the shaft and added balcony projections at the upper levels, said to provide a visual clue of the change from apartment to condominium uses. A third, "preferred" option provided what was referred to as a "podium" resting above the largely transparent ground floor, concealing the parking layers, and introducing an incised belt or notch around the shaft at the top of the podium. This option, similar to the second, showed balconies and bays extruded from the body of the shaft at the upper levels. Both the second and third options would not be doable without benefit of departures championed by the Board and granted by the Department. (See the discussion below, under "Departures").

PUBLIC COMMENT

The following issues were identified during the public comment period:

- Locating the residential and hotel lobbies above the ground floor would free up the space for retail space and not require departures that appear to serve the applicants' program rather than the neighborhood and public;
- The proposed design doesn't live up to the billing of being the "gateway to Belltown";
- The program is too ambitious for the lot size, elements are being "shoehorned" in and the fit's too tight;
- The suggestions for papering over the above-grade parking seem too "ultramodern" and out of place given both the classical and modern flavor of the neighborhood;
- There is nothing engaging in the designs shown—the site deserves "to come alive";
- The ground plane needs to be safe, comfortable and inviting—the curb cut on 5th Avenue takes the project in a different direction;
- Reducing the sidewalk widths, as proposed, likewise takes the project in the direction away from safe, comfortable and inviting;
- Reducing the number of loading berths is unrealistic and would further burden an alley overburdened with service and loading demands;
- The departure requests in no way improve the design—they are self-serving, not neighborhood serving, and counter-productive;
- Study needs to be done of the glare effects of the building's skin;
- Neighbors should not try to micro manage the project; the above ground garage structure should be more open, not less, for security's sake.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

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The Board clearly indicated grave reservations regarding the following issues:

- Reducing the amount of retail space at the ground level of the proposed structure;
- Reducing the required sidewalk widths around the proposal;
- The ability to Integrate the above-grade parking into a well-proportioned and unified structure;
- Reducing the loading capacity serving the structure without a clear demonstration that a departure would not adversely affect the functioning of the building or impacts on neighboring structures.

Some of the Board's specific concerns are contained in notes following the guidelines listed below. The Board also stressed the importance of working with the neighboring Escala condominium residents to attempt to resolve their concerns regarding impacts of the proposed new structure at this location.

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

SITE PLANNING AND MASSING

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;

b. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);

c. views of the site from other parts of the city or region; and

d. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

At the Early Design Guidance Meeting, the Board discussed:

- Despite a fairly lengthy Urban Design Analysis in the proposal packets, none of the design schemes seemed to take cues from the architectural context. There were superb examples nearby of rhythmic structural bays, windows, etc, for instance in the the Centennial Building across the alley and Times Square Building across Stewart Street. The question was not one of being deferential, or even referential, but there was a noticeable lack of any clear sense of rhythm in the treatment of the ground floor or levels above in what the packets had shown.

A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;

b. specify and compose a palette of materials with distinctive texture, pattern, or color;

c. provide or enhance a specific architectural rooftop element.

A2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

At the Early Design Guidance Meeting, the Board discussed:

- There was a lack of clarity of why each of the schemes presented a different top treatment. There was no clear expression of a guiding concept to each of the schemes. Indeed, bases, shafts, and tops appeared entirely interchangeable. The tower needs to be a unified, elegant building and have a 360 degree look. It is clearly not there and will require a great deal of work to get there.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;
b. an adjacent landmark or noteworthy building;
c. a major public amenity or institution nearby;
d. neighboring buildings that have employed distinctive and effective massing compositions;
e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
f. direct access to one or more components of the regional transportation system.

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

At the Early Design Guidance Meeting, the Board discussed:

- Contemplate gestures that acknowledge this is the gateway to Belltown. Height isn't always analogous to gateway. The site is a great site, but some diminishment of program and scale might be necessary to convey the sense of gateway. Again, despite a fairly lengthy Urban Design Analysis in the proposal packets, none of the design schemes seemed to take cues from the architectural context. There were superb examples nearby of rhythmic structural bays, windows, etc, for instance in the the Centennial Building across the alley and Times Square Building across Stewart Street.
  Establish a more harmonious transition between newer and older buildings (see Belltown guideline, B-1). *Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.*

B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;
b. distance from a less intensive zone edge;
c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
d. effect of site size and shape;
e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

B2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
i. architectural massing of building components; and
j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
l. increasing building setbacks from the zone edge at ground level;
m. reducing the bulk of the building's upper floors; and
n. limiting the length of, or otherwise modifying, facades.

At the Early Design Guidance Meeting, the Board discussed:

- The only thing well-articulated in the proposed schemes is the above-grade parking garage. Integrate the parking podium, if kept, with canopies, etc. of the ground-floor expression. Provide intrusions as well as extrusions along the faces of the tower.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,

c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,
f. architectural styles, and
g. roof forms.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

At the Early Design Guidance Meeting, the Board discussed:

- The program has tremendous effect on the uses on the ground floor and the form the ground floor takes. The critique of the various schemes and discussion of the design issues should start here. Lessening the widths of the sidewalks or allowing uses at ground level not otherwise allowed by Code or allowing a curb cut on 5th Avenue do not recommend themselves at this point as gestures that result in a better design. There has been no demonstration of how these things would result in a better building.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;
b. relative sizes and shapes of distinct building volumes; and
c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;

k. architectural lighting and signage;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

At the Early Design Guidance Meeting, the Board discussed:

- The above-the-ground-floor area given to parking needs to be carefully questioned. This 1980's attitude toward parking placement is not working in this instance and has not really worked in any downtown location where it has been attempted. It offers an immense challenge in creating any building that could be considered well-proportioned and unified. What the Board had been shown, in any of the three articulations, is not unified and does not suggest the slightest characterization of being "elegant."

THE STREETSCAPE

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;
b. vary in size, width, and depth;
c. enhance main pedestrian links between areas; and
d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;
h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

At the Early Design Guidance Meeting, the Board discussed:

- Explore the re-location of both residential and hotel lobbies above the ground floor and investigate a two-level ground plane of activation of retail spaces.

C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

a. the fenestration pattern;
b. exterior finish materials;
c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

At the Early Design Guidance Meeting, the Board discussed:

- Special consideration needs to be given to the alley-facing and north facades, since, given the substantial height of the proposed structure, these facades more than likely will be highly visible at considerable distances and for some time to come.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;
b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating
j. ornamental glazing, railings, and balustrades.

C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

At the Early Design Guidance Meeting, the Board discussed:

- As noted earlier, the residential and hotel entries should not be aggrandized at the expense of retail space which promises to be able better to activate the pedestrian sphere. Explore removing residential and hotel lobbies to the upper floors. Provide for extra-height retail space and be aware of how the mass of the proposed above-grade parking space could oppress the desired ground plane's activation both visually and psychologically.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

a. the overall architectural concept of the building
b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
c. minimizing gaps in coverage;
d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
e. continuity with weather protection provided on nearby buildings;
f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
g. the scale of the space defined by the height and depth of the weather protection;

h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

At the Early Design Guidance Meeting, the Board discussed:

- There was a need to integrate the ground floor elements of overhangs and canopies within the overall development of the podium of the building, however many floors of parking, if any, it might contain.

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:
a. extending retail space fenestration into the alley one bay;
b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider
d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

At the Early Design Guidance Meeting, the Board discussed:

- There is a strong need for a careful analysis and convincing explanation of how the building could be adequately served by basically two loading berths. The analysis should provide a convincing assessment of all loading needs. Consider implications of neighbors' ongoing uses of the alley and provisions for utilization of the alley as a pedestrian corridor. As earlier noted, consider and design for a highly visible alley façade.

PUBLIC AMENITIES

D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;
b. walking surfaces of attractive pavers;
c. pedestrian-scaled site lighting;
d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
e. areas for vendors in commercial areas;
f. landscaping that enhances the space and architecture;
g. pedestrian-scaled signage that identifies uses and shops; and
h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

D1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

i. courtyards that organize architectural elements while providing a common garden;
j. entry enhancements such as landscaping along a common pathway;
k. decks, balconies and upper level terraces;
l. play areas for children;
m. individual gardens; and
n. location of outdoor spaces to take advantage of sunlight.

At the Early Design Guidance Meeting, the Board discussed:

- Open space considerations should include convincing explorations of sidewalk use and the adequacy of any proposed diminishing of sidewalk depth on the two street sides of the building. Design of decks and balconies on upper portions of the building should explore a carving away of the mass of the building as well as appendages that overhang the right-of-ways.

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
b. include a special feature such as a courtyard, fountain, or pool;
c. incorporate a planter guard or low planter wall as part of the architecture;
d. distinctively landscape open areas created by building modulation;
e. soften the building by screening blank walls, terracing retaining walls, etc;
f. increase privacy and security through screening and/or shading;
g. provide a framework such as a trellis or arbor for plants to grow on;
h. incorporate upper story planter boxes or roof planters;
i. provide identity and reinforce a desired feeling of intimacy and quiet;
j. provide brackets for hanging planters;
k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;
n. use similar landscape materials; and
o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

D3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D3.1. Public Space Features and Amenities: Incorporate one or more of the following a appropriate:

a. public art;
b. street furniture, such as seating, newspaper boxes, and information kiosks;
c. distinctive landscaping, such as specimen trees and water features;
d. retail kiosks;
e. public restroom facilities with directional signs in a location easily accessible to all; and
f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

At the Early Design Guidance Meeting, the Board discussed:

- The Board asked the design team to "Show your work". What, for instance, in any of the proposed designs suggested that this building is located at the "gateway to Belltown?"

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
b. Install lighting in display windows that spills onto and illuminates the sidewalk.
c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;
b. retain clear lines of sight into and out of entries and open spaces;
c. use semi-transparent security screening, rather than opaque walls, where appropriate;
d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
f. use ornamental grille as fencing or over ground-floor windows in some locations;
g. avoid architectural features that provide hiding places for criminal activity;
h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
i. install clear directional signage;
j. encourage "eyes on the street" through the placement of windows, balconies, and street-level uses; and
k. ensure natural surveillance of children's play areas.

- **At the Early Design Guidance Meeting, the Board discussed the items immediately above as being of highest priority for a successful project, but without further detail.**

VEHICULAR ACCESS AND PARKING

E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;

b. minimize the width of the curb cut, driveway, and garage opening;
c. provide specialty paving where the driveway crosses the sidewalk;
d. share the driveway with an adjacent property owner;
e. locate the driveway to be visually less dominant;
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
g. provide sufficient queueing space on site.

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

- **At the Early Design Guidance Meeting, the Board discussed their reluctance at this stage to express support for allowing the curb cut along 5th Avenue.**

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
b. Use the site topography to help reduce the visibility of the parking facility.
c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.
g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

E2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
k. Emphasize other facade elements to reduce the visual prominence of the garage entry.

l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
m. Locate the garage entry where the topography of the site can help conceal it.

- **At the Early Design Guidance Meeting, the Board noted that this was an issue of prime importance for a successful project at this location. The above grade parking had a way of severely deadening the life of any building as perceived from outside the building. The Board could not identify any structures where an above-grade parking component had really been successfully integrated into a downtown tower. The decision to locate parking above the ground floor provided a critical challenge to the task of designing a well-proportioned and unified building.**

E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E3.1. Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:

a. Plan service areas for less visible locations on the site, such as off the alley.
b. Screen service areas to be less visible.
c. Use durable screening materials that complement the building.
d. Incorporate landscaping to make the screen more effective.
e. Locate the opening to the service area away from the sidewalk.

- **At the Early Design Guidance Meeting, the Board clearly stated that for any departure requested for allowing FEWER than the Code-required number/size of loading berths, the adequacy and desirability of the diminishment must clearly be demonstrated.**

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet the design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's final recommendation will be reserved until the final Board meeting.

At the time of the **First** Early Design Guidance , the following departures were requested:

1. **(SMC 23.49.022):** The Code requires a minimum with of 18 feet along Stewart Street. The applicant proposes a minimum width of 15 feet on Stewart Street, allowing, as explained, for a deeper, more functional retail space.

2. **(SMC 23.49.009):** The Code requires a minimum of 75% of each street frontage at street level to be in approved uses. Hotel and residential lobbies are not approved street-level uses since they are not regarded as optimally enlivening the pedestrian realm

along the street. The applicant proposes hotel and residential lobbies at street level, and therefore does not meet the 75% requirement for approved uses.

3. **(SMC 23.54. 035): T**hree loading berths, with minimum widths of 10 feet, 14 feet of height, and 35 feet in length are required. The applicant proposes a reduced depth for the two loading berths off the alley and a van-size stall near the residential elevators.

- The Board indicated a reluctance to grant departures for diminished sidewalk widths. They indicated a reluctance as well to grant a departure in the amount of approved uses at the first floor level, as well as to reduce the size of one of the required loading berths without a clear and convincing demonstration of the adequacy of the reduced loading capabilities to conveniently serve the needs of the building. At any rate, the Board's recommendations of granting any requested departures would await the Recommendation phase of review and the clear demonstration that a granting of the departures would result in a better design.

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board recommended, by a vote of 5-0, that the project return for another meeting in response to the guidance provided.